

The following landside items have been included in the recommendations:

- Construct hangars in designated area as demand dictates.
- Replace the 70-year old terminal building with a facility that meets modern aviation needs and current building codes for public facilities.
- Expand the main terminal area aircraft ramp as needed.
- Install a new fuel farm to replace the existing underground tanks.
- Reserve all property along the runway flight lines, to a reasonable depth, for aviation uses.
- Utilize excess airport property for revenue generation whether aviation or non-aviation related.

In total, the program is estimated to cost \$33.4 million over the planning period. Approximately \$27.7 million is eligible for funding under the Federal Airport Improvement Program. The remaining \$5.7 million would be the responsibility of the local airport sponsors. The local portion may include funding from state grants or from private entities undertaking hangar construction.

The primary issues and objectives upon which the Airport Master Plan is based will remain valid for many years. However, flexibility is built into the plan to allow the airport to respond to changing needs or compliance requirements. Some projects, such as hangar construction, should only be undertaken as demand indicates. Each year, the airport is required to submit an updated list of priority projects to the FAA and the two states. The Airport Master Plan provides documentation and support for those projects identified in the capital improvement program.

The City of The Dalles, Oregon, and Klickitat County, Washington, would like to thank the individuals and organizations who participated in the development of the Columbia Gorge Regional Airport Master Plan.

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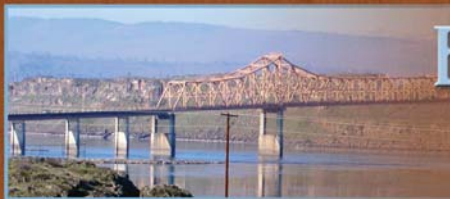
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# Columbia Gorge Regional Airport

## Airport Master Plan



## Executive Summary





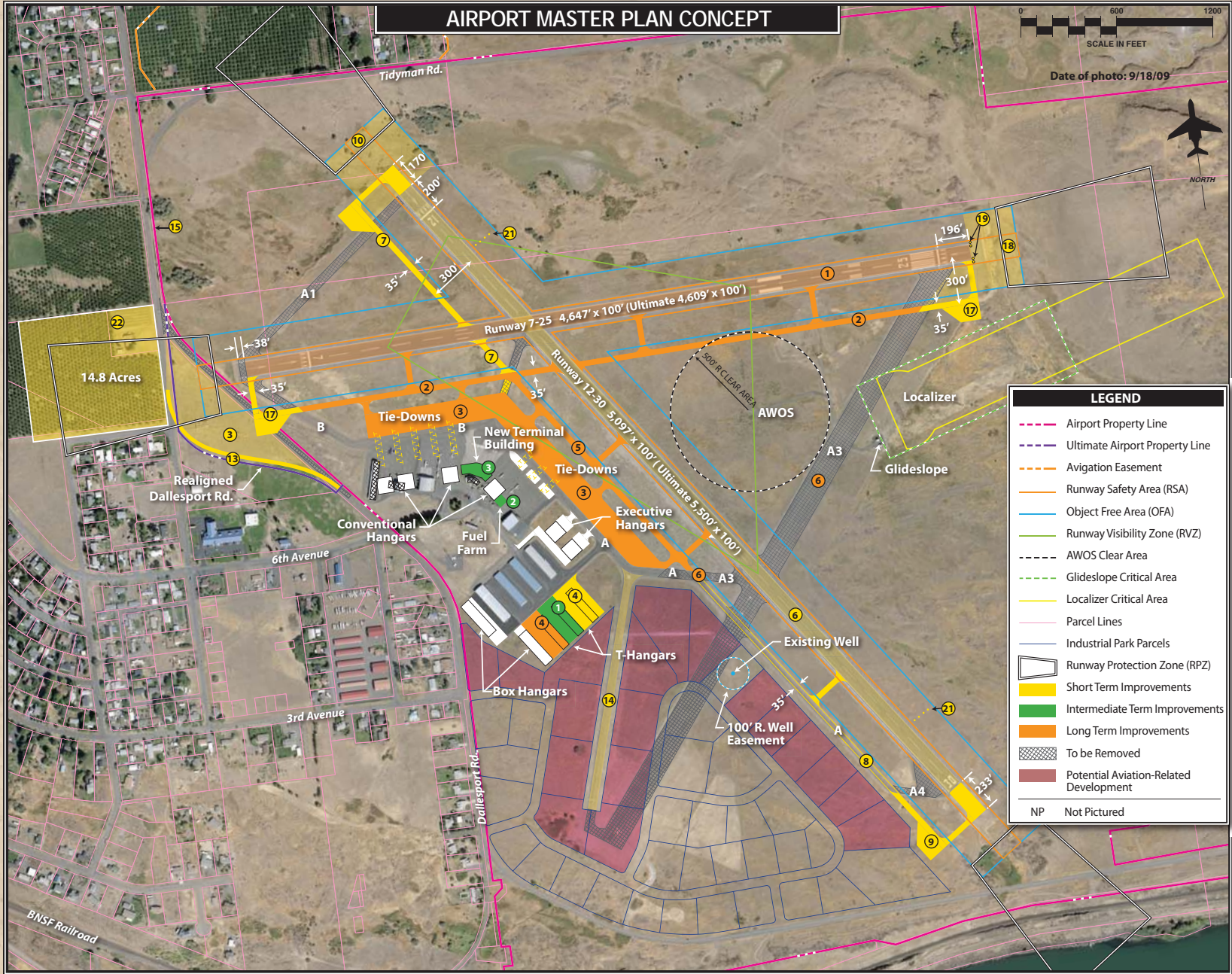
## Columbia Gorge Regional Airport

The Columbia Gorge region has a long and rich aviation history. The original airport, known as Case Field, was constructed in the 1920s. In 1942, the City of The Dalles acquired the airport. During WW II, the U.S. Army Corps of Engineers made improvements to the airport, including construction of three paved runways and a terminal building, with the intention of using the facility for military training. After the war, the airport reverted back to The City of The Dalles, and continued operation as a civilian facility. In 2000, Klickitat County, Washington, joined The Dalles, Oregon as co-sponsors of the airport.

The 950-acre airport currently provides two runways with primary Runway 12-30 measuring 5,097 feet long and 100 feet wide. Crosswind Runway 7-25 is 4,647 feet long and 100 feet wide. A non-precision instrument approach is available to Runway 25 and a circling GPS approach is also available. There are approximately 68 based aircraft including several large turboprops and helicopters.

## Study Process and Recommendations

The Airport Master Plan for Columbia Gorge Regional Airport was begun in late 2009 and finalized in mid-2010. The airport has shown growth in operations and based aircraft since its last full master plan in 1997. The FAA desires airports to update their master plans every five to seven years to account for changes in the local and national aviation economies. This study provided an opportunity for the airport to develop a long range (20-year) vision for airport development based on forecast growth. The overall goal of the plan is to provide systematic guidelines for the airport's maintenance, development, and operation.



### SHORT TERM PROGRAM (0-5 YEARS)

#### 2011

- 1 Environmental Documentation (NP)
- 2 Preliminary Design Runway 12-30 Reconstruction (NP)
- 3 Transfer Property West of Airport Back to Airport
- 4 Construct T-Hangar
- 5 Pavement Maintenance (NP)

#### 2012

- 6 Reconstruct/Strengthen/Lengthen Runway 12-30
- 7 Taxiway A Extension to Rwy 12/Threshold Reconstruct
- 8 Widen/Strengthen Taxiway A
- 9 Taxiway A Rwy 30 Threshold
- 10 Runway 12 RSA Improvement
- 11 Pavement Maintenance (NP)

#### 2013

- 12 Replace Emergency Generator (NP)
- 13 Relocate Dallesport Road
- 14 Rehabilitate Taxilane into Business Park
- 15 Perimeter Fencing
- 16 Pavement Maintenance (NP)

### SHORT TERM PROGRAM (0-5 YEARS) continued

#### 2014

- 17 Runway 7-25 Right-Angled Threshold Taxiways
  - 18 Runway 25 RSA Improvement
  - 19 REIL Runway 25
  - 20 Pavement Maintenance (NP)
- #### 2015
- 21 PAPI Runway 12-30
  - 22 RPZ Property Easement Acquisition (15 Acres)
  - 23 Pavement Maintenance (NP)

### INTERMEDIATE TERM PROGRAM (6-10 YEARS)

- 1 Construct T-Hangar
- 2 Add Fuel Farm
- 3 Construct Terminal Building
- 4 Pavement Maintenance (NP)

### LONG TERM PROGRAM (11-20 YEARS)

- 1 Reconstruct/Strengthen Runway 7-25
- 2 Parallel Taxiway Runway 7-25
- 3 Expand Apron
- 4 Construct T-Hangar
- 5 Extend Taxiway A (Apron Area)
- 6 Remove Taxiway A3
- 7 Pavement Maintenance (NP)

The master plan study was developed in three phases with a planning advisory committee (PAC) made up of community and airport stakeholders reviewing draft working papers during the process. The FAA, Washington State Department of Transportation - Aviation Division, and Oregon Department of Aviation, were also active participants in the process. A public information workshop was also held at the airport to involve the public and to present the major findings of the plan. With input from each of these constituencies, a final plan was put forth along with a 20-year capital improvement program.

The final recommendations of the study provide for the following airfield projects:

- Reconstruct Runway 12-30 to enhance safety by removing a line-of-sight issue and strengthening the pavement to accommodate current and future business jet activity.
- Extend Runway 12-30 by 403 feet to meet FAA runway length recommendations for an airport serving business jets.
- Provide a full 300-foot graded runway safety area beyond each runway end, thus eliminating the need for displaced landing thresholds.
- Remove angled threshold taxiways that can limit pilot peripheral vision of the airfield and replace with right-angled threshold taxiways.
- Extend the parallel taxiway leading to the Runway 12 end.
- Add aircraft hold aprons at the end of the taxiways to provide for greater efficiency of the airfield.
- Construct a parallel taxiway to Runway 7-25.
- Shift a portion of Dallesport Road to the east in order to provide the required 300-foot runway safety area behind Runway 7.

	ACTUAL	FORECAST			
ANNUAL OPERATIONS	2009	2015	2020	2030	
General Aviation					
Itinerant	22,429	25,600	28,100	33,600	
Local	9,614	10,700	11,400	13,000	
Military					
Itinerant	750	750	750	750	
Local	250	250	250	250	
Air Taxi (Itinerant)	2,180	2,600	2,800	3,400	
Total Itinerant	25,359	28,950	31,650	37,750	
Total Local	9,864	10,950	11,650	13,250	
TOTAL OPERATIONS	35,223	39,900	43,300	51,000	
BASED AIRCRAFT					
Single Engine	57	62	66	77	
Multi-Engine	2	2	3	3	
Turboprop	5	6	7	7	
Business Jet	0	1	1	2	
Helicopter	4	4	5	6	
TOTAL BASED AIRCRAFT	68	75	82	95	
Instrument Approaches (AIAs)	NA	579	633	755	